



# SENIOR PATTERN ASSOCIATION

## News Letter

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**Jeff Hannah-Appointed Member**  
**Ed Hartley-Web Site—Newsletter Editor**  
**Roy Thompson—Photographer**

**Tom Atkins-Vice President**  
**Mickey Walker-Past President**  
**Jim Ivey-Chairman Special Projects**  
**Ralph Jones—Appointed Member**

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**WEB SITE-<http://www.rcpattern.net/spa/>**

## SPA Simply Better-Watch Us Grow

### FROM THE PRESIDENT



May I be nostalgic please? As many of you know, RCRC is hosting the 1st Annual RCRC Senior Pattern Championships May 18-19. In conjunction with the event, the SPA has prepared a nice brochure that addresses the 1972 F3A Masters Team selection contest which was held at the old RCRC field

on the old Municipal Airport. (Do you know where it is?). This was the ultimate pattern contest held in the USA and resulted in selecting the best of the best to represent the USA in international competition. Reviewing the list of contestants and officials is truly a trip down memory lane for many of our older flyers. (Like me!). These guys were our idols in the modeling world. They set our standards and our goal. We wanted to fly like they did and fly what they flew. Names like Bonetti, Bridi, and Brooke, Dave Brown (President of AMA), Chidgey, Grier, Steve Helms, Kraft, Lowe, Martin, Oddino, Page, Whitley, and Worth are just a few. One of the guys is named Art Azlin; another official is one Don Peck. And to look at the planes and the pilots is a real hoot. Just think of Peck with hair, and Azlin with coal black hair. Ok you younger guys; be respectful of the old pharts in the club. You would be surprised at what they did with planes when they were your age! (And ARFs had not been invented). Oh yeah, and the patterns they flew were like the patterns now in vogue with the SPA. So would you like to fly pattern with some of the smoothest planes ever built? Well look into the SPA: [www.rcpattern.net/spa/](http://www.rcpattern.net/spa/)



Art Azlin's Gladiators-Maiden flight was successful, but had to pull the Rossi engine out and installed the Rossi. Right now the engine has a tuned pipe because I do not have a muffler that will extend out low

enough and will fit the engine. Robert, Don and I are looking to resolve this problem. So the plane will qualify. IT flew very light and fast. I guess being 25 year old kit, it had plenty of time to dry out--HA HA!

Ken Nix, CD for the coming 1st Annual Huntsville SPA Championships, rented 10 tables of which the SPA used one for display of our fine banner and distribution of much written material including our "info packs" and a special packet prepared by Ed, Steve and myself with the help of Art Azlin....on the 1972 Masters Team Selection contest in Huntsville. This event, is probably the most nostalgic F3A Pattern event held in the Southern USA prior to the World Championships in Florida.

Steve made available contest flyers for both Cullman's opener and Bowling Green's contest. Incidentally, a vendor right across from our area was from Bowling Green and said he was with the group there....(sorry, I didn't get the name...

I took applications and membership dues from 3 new folks...many of you old-timers will recognize the name Frank Swartz from Nashville, TN....Frank was the CD for the Nashville contest and then assisted Reuther, Gene Drake (Steve's late dad)....and others there in Music City in the "good ole-days". Ken ? (sorry, can't recall the last name), Franks flying buddy joined us and Bob Austin, long time pattern flyer from Huntsville in the pre-turnaround days joined our ranks.

I'm most grateful to the Board members and others who participated in the project this date.  
Best, BRUCE

**Bruce Underwood**  
**1412 Patterson St.**  
**Guntersville, AL 35976**  
**(256)582-3742**

[bunderwo@hiwaay.net](mailto:bunderwo@hiwaay.net)



## From the Treasurer



Those of you who monitor the SPA email list know that the CD for the Cullman SPA Championships made some really wild promises regarding the weather for his contest. Well, Friday had over a dozen pilots gathered for practice in a steady downpour. No one could practice. No one could even put up tents. All they could do was huddle under the sunshade and discuss conditions.

There soon arose a considerable amount of speculation about tall trees, short ropes and CDs who lie about the weather. The CD in question found a reason to run into town.

Saturday dawned much nicer. It was cloudy (a good thing in Cullman), and a bit breezy, but no rain. Everyone went to work putting up tents and practicing. All talk of lynchings disappeared.

23 pilots signed up to participate in 7 classes. Flying began about 9:20am (thank you clouds) with the Novices on the south flight line. Sportsman followed on the north line and the fun was on. We flew 5 rounds on Saturday, flying until almost 6:30pm. There were the usual number of excellent flight, and the usual errors, too. Cass Underwood, flying alone in Pre-senior Expert, managed to lose two rounds to pilot 000! Senior Sportsman Terry Carlson and Senior Expert Jamie Strong staged an unusual mid-air. They got close together three times during round 3, but never seemed to touch. At some point, both pilots noticed that their planes did not feel right. Terry finished his flight with VERY soft ailerons. Jamie did a pass to check his plane and found a chunk missing from the right wing tip. He chose to land to see if repairs could be made as there had obviously been a mid-air no one had seen. After landing, Terry found he was missing an aileron and had damage to the trailing edge of his wing. Jamie found that he did have a piece of his wing tip missing. The entire tip was gone, along with almost half the sheeting on top of his right wing. Neither could continue.

During the day Saturday, Jim Ivey and Ralph Jones settled Senior Expert without Jamie. Ed Hartley proved to all Super Senior Experts present that he is still the class of the class. Malcolm and Mickey may dispute this later in the season. Newly promoted Frank Chick was defeated but not beaten. Newcomer Bob Gaskill showed the Senior Sportsman how to fly. Bob is returning to competition after a lay-off of many years. He's still getting his feet wet, and will probably soon be playing with the Senior Experts. Dale Shikle and Gerald Williams traded rounds in Pre-senior Sportsman, with Gerald emerging the victor. Ben Oliver and Ken Nix did the same in Super Senior Sportsman. Ben won, but was pressed hard by Ken.

As happened many times last year, it was the Novice class where the real battle took place. Rhea Starnes, Joseph Clemons, John Norris, Bob Bixby, Mark Crabtree and Robert Chapman traded positions every round the entire weekend. Mark Crabtree won the first round. 12 year old

Joe Clemons won the second, dropping Mark to fourth. Round 3 went to John Norris. Bob Bixby climbed over Joe into second. Bob won round 4. John won round 5. At the end of the day, John lead Bob by 28 points and Joe by 31.

On Sunday, the wind blew and the Novices flew. The wind was around 20 mph and gusty, but no Novice failed to fly. Rhea Starnes lost his plane while landing during the 6<sup>th</sup> round, but all others continued. Joe Clemons demonstrated how easy it is to land in any condition when you're flying Grandpa's plane by sticking both his Sunday landings. Joe won round 6 to climb over John into first place. He also won round 7 to close John and Bob out.

In all, a great time was had. The wind made things more challenging than might have been, but all pilots gave their best.

## Steve Byrum

### Greetings from New Zealand...

where summer has now passed and we are sliding towards winter. No real matter - we fly all year round down here.

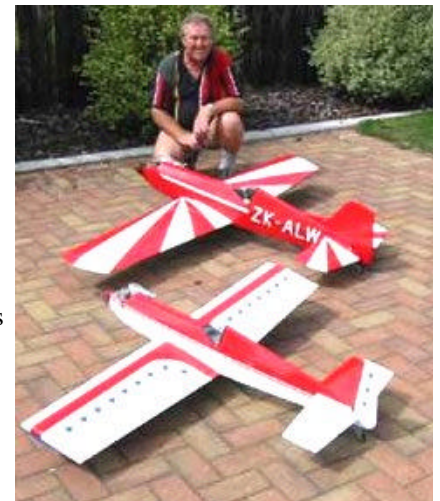
I have not made a lot of progress with my pursuit of our NZ version of SPA here in NZ in recent months. I have been sidetracked into designing and producing a few small electric designs and have also just recently successfully test flown a new OS 46 FX powered sport aerobatic machine. This model is very approximately of similar physical size to the Kwik-Fli 2 that is currently nearing completion in the workshop and is currently close to the covering stage.

That is the main reason for this e-mail to you from out of the blue down under. Are you, or any of your SPA contemporaries able to provide any pictures or descriptions of colour schemes that were used on these original models? Not critical, but I thought it would be nice to follow through with a near authentic colour scheme from that era. I will be driving the 4 hours to Auckland this next weekend and among other things I intend to catch up with the guys who are pushing the 'Classic and Nostalgia' aerobatics class at the NZMAA. This class is very much influenced by your SPA group.

I will also call at my LHS (2 1/2 hours drive from here) and intend to return with some selected 'Ultracoat' to do the finishing work.

I trust you are able to help me here and await your reply with interest. In the meantime I will endeavour to attach a pic of my current Own Design aerobatic models which I use to hone my SPA type aerobatic maneuvers. The new 60" one is in the foreground, and the larger one behind. That one is 82" span and powered with an old, but good, OS 90 FSR.

Best Regards,  
**Alan Wooster**



## From The Vice President

Hello SPA'ers,



As I sat pondering this epistle, I saw a shot of a Stearman on the only TV show that I watch semi-regularly; JAG. The shot showed the lower right wing in enough detail that you could see the full span stall strip. I have seen these stall strips on various airplanes in varying lengths.

Stall strips are triangular in cross section. The purpose of the stall strips is to tailor the stall characteristics of the air-

plane. On the biplanes, the strips are on the lower wing to make it stall before the upper wing. This creates a much less violent stall than when the wings stall simultaneously.

There is a point on the leading edge where the air-stream divides and the air goes either over or under the wing. At this point there is a very narrow area where the air does neither. It just stays put. This is called the stagnation point. When you change the angle of attack of the wing, the stagnation point moves up and down the leading edge, down at positive angles and up at negative angles. The stall strips interfere with this movement and disrupt the flow over the airfoil, causing it to stall at a lower angle of attack.

Take a look at your APC or any other molded prop. You will find a sharp ridge that was created by the mold part line. This ridge on the leading edge of the prop is essentially a mini stall strip. The ridge at the trailing edge is used to amputate fingers. The result of leaving this ridge on a prop is not as dramatic as stall strips on a wing, but can significantly degrade the performance of a prop.

When you balance your prop, sand the ridge away and radius the prop leading edge. Sand the trailing edge to a small radius as well. Pay attention to the tip of the prop. When you sand these props, you will invariably leave fuzz at the very tip. Use 600 sandpaper to get rid of this. It's a power eater.

When I was test flying the T-2-A MK IV, I nicked my prop and had to replace it with one that had not been reworked.. The loss of punch in the verticals was very apparent. I didn't get the performance back until I worked on the prop.

If you have gotten this far, you have a high threshold for boredom, but you are my kinda guy. The details make a difference.

See you,

**Tom Atkins**

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You can't beat the deal!**

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Tom Atkins T2A \$210.00 plus shipping

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**George Truett-PO Box 1699-Chiefland, FL  
32644**

**(352) 493-9656-[gltruett@svic.net](mailto:gltruett@svic.net)**

## Email From Idaho!

This came across the [spa@rcpattern.net](mailto:spa@rcpattern.net) email list. I thought you would like to see what Mike is building in Idaho. I bet he gets some SPA activity going out his way.

Editor:

Hope ya'all had a good time at Cullman this weekend. Attached is a picture of my Idaho Rabbit. This is as far as I have gotten before work put me on the road. Something about work, it just keeps on getting in the way of my hobbies. **Mike Riggs**



## Senior Pattern Association Membership Application

Name \_\_\_\_\_ Date of Birth \_\_\_\_\_

Address \_\_\_\_\_ Phone \_\_\_\_\_

City-State-Zip \_\_\_\_\_

Current Club Affiliation \_\_\_\_\_

AMA Number \_\_\_\_\_

Membership Dues \$20.00 Make checks payable to Senior Pattern Association

Mail to:

**Steve Byrum**

**1326 3RD St. SE**

**Cullman, Alabama 35055**

## How much rain at Cullman's "season opener"??



Photo Ralph Jones

To quote radio personality Rush Limbaugh.....NONE, ZiP, ZERO, NADA.....not a single shower all day Saturday nor Sunday AM. (Steve said it wouldn't rain....and it DIDN'T)

Steve Byrum and the Cullman Aeromodelers continued their tradition of hosting excellent

championships down through the years with another this week-end. Loads of laughs, fun and fellowship permeated the period that tested the skill and abilities of SPA Precision Aerobatic Pilots to execute in brisk, gusty winds, that sort of rekindled memories of having participated in AMA NATS in Kansas several years ago.

23 pilots participated in seven full rounds of good competitive flying...5 rounds on Saturday and two on Sunday morning. The new Futaba whiz-bang radio was won by Roswell, Georgia's Ace....Frank Chick....who immediately consummated a trade with little Coyote Joe Clemons of McEwen, Tennessee for the new JR 8103 system Joe won at the conclusion of last season. This is a good reason for Frank to now complete that good-looking 2nd T2A to mirror his current bird, bent just slightly by turbulence just off the North end of the runway. Congrats Frank.

Maybe all the "mid-air's" are over with now for this season. It wasn't the dreaded "THUD" and shower of model airplane particles this week-end....but a "brush-up against" ... that forced the cessation of round 2 or 3 for Jamie Strong of Prattville, AL and Terry Carlson of Talladega, AL. Jamie lost the tip end of a wing....Terry, an aileron and some damage to the trailing edge of a wing. Both landed successfully after the "sky-touch". Doc Larry Barksdale amputated part of the fuselage on his new Bridi design seeking to "ice" a round with a smooth touchdown that reminded one of the "smash the sledge and ring the bell to win a cigar...at the carnival". Doc, pick up some adhesive at the hobby shop first thing Monday and maybe slide a tube of "bondo" in the same bag with the glue.

Webmaster Ed Hartley will be posting the results, I bet, within 24 hours on the Webpage.....and look for some nifty photos in the coming newsletter. I saw Ed, Director Ralph Jones and Gerald Williams with digital cameras clicking. There may have been others.

One of the greatest lines of the week-end came from Mr. Ken Hardin of the Cullman club.....when he said..."I'm gonna get me an SPA airplane and start doing this stuff rather than just clowning with my CAP 232 and 1.40...cause you guys are good....and you have so much fun !!". The Hardin's provided the domicile (tag-along huge motor home like vehicle) for the scorekeepers, etc. Thanks Ken and WELCOME.

Gracious Cullman Aeromodelers (little Spanish lingo there). (AH CISCO.....AHHHHHHHHHH P \_\_\_\_ !) If you finished the above line correctly....your' courting' middle-age!

## 2002 Cullman SPA Results

April 27 - 28

### Cullman Alabama Super Senior Expert

- 1st Ed Hartley 4000 Knoxville Tennessee
- 2nd Frank Chick 3823 Roswell Georgia
- 3rd Bill Kite 3710 Kingsport Tennessee
- 4th Darrell Kampschror 3672 Augusta Georgia

### Senior Expert

- 1st Jim Ivey 4000 Mabelton Georgia
- 2nd Ralph Jones 3865 Augusta Georgia
- 3rd Jamie Strong 1755 Prattville Alabama

### Pre Senior Expert

- 1st Cass Underwood 4000 Guntersville Alabama

### Super Senior Sportsman

- 1st Ben Oliver 4000 Knoxville Tennessee
- 2nd Ken Nix 3923 Guntersville Alabama

### Pre-Senior Sportsman

- 1st Gerald Williams 3989 Guntersville Alabama
- 2nd Dale Shikle 3900 Cullman Alabama

### Senior Sportsman

- 1st Bob Gaskill 4000 Albertville Alabama
- 2nd Ed Kirtley 3862 Bowling Green Kentucky
- 3rd Rusty Miller 3717 Acworth Georgia
- 4th Larry Barksdale 2292 Alpine Alabama
- 5th Terry Carlson 1616 Talladega Alabama

### Novice

- 1st Joseph Clemons 3965 McEwen Tennessee
- 2nd John Norris 3930 Austell Georgia
- 3rd Bob Bixby 3902 Acworth Georgia
- 4th Mark Crabtree 3774 Acworth Georgia
- 5th Robert Chapman 3629 Dallas Georgia
- 6th Rhea Starnes 3403 Kingsport Tennessee

## A Few Cullman Pictures!





**How did he do that!**



## From the Chairman of the Board



Hi Gang,  
Well this will be short this month, I have not been active so far this year. I am sorry to say I am still having eye problems and have not even flown a model since the contest at Cave Springs last year. In fact as I write this I have just returned from the eye doctor with new glasses. So far they do not seem much better than

the old ones. I will just have to go out and fly and see if they help. I hope to do that this week end.

Enough about my problems, I was glad to hear the Cullman contest was a good one I wish I had been there. I sure hope I can make the one in Huntsville, I was there in the 70s and those folks know how to put on a contest. Well I see in the model mags. that a lot of clubs around the country are putting on SPA type contest. This can only help even if they do not follow the rules 100%. I sure hope to see you all soon, if I get to where I can fly again I will see you at Huntsville.

**Mickey.**

## Sage Words From Our Leader, Bruce!

Serving as President of the Senior Pattern Association leads your president to lots of inquisitive types...especially while manning the SPA booth at the two recent trade shows....Perry, GA and Huntsville, AL.

A lot of curious folks want to know what I do for a living after finding out I am not fully retired. I explain that I am a Radio Announcer, DJ, newsman and maintenance chore-person for the 25,000 watt FM station here in Guntersville where I've been since Oct. 3, 1958.

When I reveal the fact that I have done the morning show in excess of 40 years....naturally, they ask..."what kind of show is it"? I explain it is a little bit of this, that and the other with Country music, sports, special events, interviews and heavy on news. One of the folks by the booth in Perry, GA revealed his own vocation was newspaper reporter...he said, "man, I would hate being a radio newsman cause you have to pronounce the words other than just having to spell them". I said, "I know that only too well".....this morning, for example...I was reporting on the U S Department of Justice indicting the "FARC" terrorist organization.

I had to explain that the people who belong to that group are known as Farkles. Their leaders are Frank Farkle and his wife Fannie Farkle. Along with their children, Sparkle Farkle and Fred Farkle and twins, Simon and Gar Farkle.

There are different Farc factions, too. You have your regular Farc, your dog Farcs, the dreaded broccoli Farc and - the most lethal - the silent, but deadly....Farc.

They have an initiation ritual where they put a small slit across the palm of your hand. This is known as "cutting a

Farc".

About the time I finished that story.....I was too "broken-up" to continue, so I put on a long-playing CD and regained my composure, sort of.

## NOISE LIMIT at Knoxville

I wish to make it known to all there will be a noise limit at our Knoxville Tennessee SPA contest on June 1st and 2nd. The limit is 96db at ten feet on asphalt. We will allow a plus or minus 2db for meter error. This allowance will be made even though we are using a good Simpson meter with a calibrator. So far none of the OS-91 engines checked have registered over 95db for the given distance. If you are flying a two-stroke or four-stroke that exceed this limit, we want you to know you may not be able to fly. We are sorry for this inconvenience, but we will have new neighbors living in very high dollar houses and we really do want to keep our field. Dennis and I plan on having the meter at Huntsville and will check anyone who would like to see where they are noise wise.

We will have a rule in force forbidding practice flights before eight in the morning.

We look forward to seeing you here and plan on having great weather and a good time for all!

Camping or motor homes may stay at the field. Limited power is available. The field will be open at noon on Friday for practice.

**Ed Hartley**

## Contest Calendar

**Huntsville AL.** SPA May 18,19 Good news from Ken Nix SPA # 139.....his Sanction package from AMA arrived!

**Knoxville Tennessee** - SPA June 1st, 2nd  
The Annual Knoxville SPA contest will be held June 1st and 2nd at the KCRC Field. AMA sanction # 02-1173 Dated 4/02/02 covers the event. Novice Class open to all AMA members. Pre -Senior, Senior and Super Senior in both Sportsman and Expert Classes will be flown. If time permits an Unknown Round may be included. Magnificent trophies 1st through 3rd place in all classes will be awarded.  
Entry Fee \$ 25.

**Please note that Knox County Radio Control (KCRC) has adopted a sound level rule of 96db at 10'. Since the OS 91 4 stroke motor registers 95db at 10" we**

**do not envision this being a problem.**

Dennis Hunt  
Contest Director  
AMA 4156 SPA 31  
865-483-8373 evenings  
865-482-6188 business

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### **BOWLING GREEN, KY....**June 22 & 23.....

The Southern Ky Model Aero Club Senior Pattern Meet will be held June 22, 23, 2002. Entry fee \$25.00  
Flying starts at 9:30 Sat.  
Flying field open for practice on Friday.  
Concession stand will be open with the usual type food. Trophies through 3rd place. FWIW Bowling Green, Ky. is 60 miles north of Nashville, Tn. on I-65.  
Contest Director is Steve Drake. Steve will most likely have to work on Sat, so Bruce Underwood is the Assistant c.d. and will most likely be in charge.  
I am the contact person,  
Ed Kirtley, (270) 781-8597

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### **HOTLANTA....**July 27 & 28.....Paulding County Model Aviation...Mickey Walker CD. Traditional best attended contest of regular season. A MUST.

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### **Cave Springs SPA** August 10,11 FLOYD CO., GA....Cave Springs, GA...awaiting confirmation from CD Troy Emmett. Malcolm Rutledge has seen and test-hopped his SPA plane on the new sight on the campus of the GSD.

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### **Montgomery AL SPA** Aug. 17 & 18 or 24 & 25....MONTGOMERY, AL....Lovely RAMM field, site of 2002 Masters contest. (Awaiting confirmation by CD Mike Hare). **SPA Masters** At Paulding Co. Model

Aviation field September 14-15 Mickey Walker CD...the "biggie" ...to be attended by SPA modelers who've already committed from Dallas-Ft. Worth, TX area and Richmond, VA. Don't miss this one.

**More Contest Information in the next issue!**

### **Haul Those Model Airplanes**



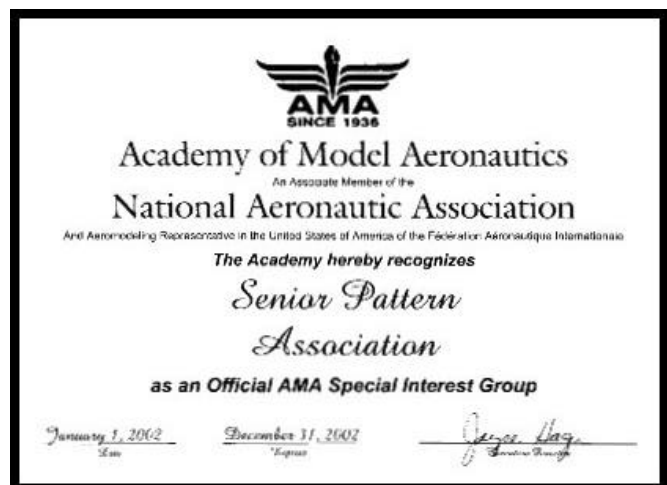
By using a card table, you may easily load two pattern ships, the rest of your stuff and still be able to haul seven passengers at a contest. About the only thing not shown is the ability to keep chargers etc under the seat. By removing the card table, raising the seat, you have your seven passenger capacity. It is necessary to shorten the card table legs to get the proper fit. I also covered the card table with a fine weave carpet so Velcro would stick and hold the planes in place.

**Ed Hartley**

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They Support Us!**

### **2002 AMA Special Interest Group Designation**

Gentlemen: We thought you'd like to see the 2002 SIG designation by AMA...This arrived as a result of Steve Byrum 's application for renewal.



## From The Editor

I received pictures of a couple of very old friends from Bruce. I consider Don Peck and Art Azlin among those who never asked for much but were always there for me in my learning days. (not that I needed to, or for that matter ever quit.) Anyway, Huntsville is having their first SPA contest May 18,19 and you will have the opportunity to spend some quality time with these folks and a few more who fall into the category of "Salt of the earth".

I consider Don one of the better judges around. He treats us all the same, regardless of names. He wouldn't even give "Jim Whitley" any brownie points! I did question a zero once when I did three loops and he said I did four! Hmm

One of my first remembrances of Art was at the old Lovell road field during the scale portion of one of our pattern meets. Art was flying his gorgeous B-25 and did a great job in the air. He did seem to land it a bit fast though. How he got that thing on the ground and stopped it at sixty or so miles an hour, I will never know! Art's picture is on page one with his SPA legal Gladiator. BTW, he flies that pretty well too! If you are judged by Art, you best say "Beginning now" very



Don Peck SPA # 183 says... "this stuff'll supercharge that ThimbleDrome". Mrs. Carolyn isn't to sure!

## Awards for ANY event



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[cass@localaccess.net](mailto:cass@localaccess.net)



**Ed Hartley**  
**221 Oran Road**  
**Knoxville, TN 37922**

